AMENDMENTS TO THE CLAIMS

The listing below of the claims presents in further amended form the claims as they were amended from the translation of the originally-filed German language text of the international application, and they are intended to replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (currently amended): ~~Method~~ A method for determining the rotational speed of a ~~part~~ component among a plurality of components contained in a torsional vibration prone system that includes a transmission, and ~~with respect to their rotatability, in which method~~ wherein the components are rotatably coupled, said method comprising the steps of:

- positioning a rotational speed sensor at or on a vibration node position within the vibration prone system for measuring a rotational speed,

- measuring the rotational speed of a first rotating component within the system with the rotational speed sensor, wherein the first component is arranged in or on ~~a~~ the vibration node ~~is measured~~ , and

- calculating the rotational speed of ~~the part is calculated from~~ a second component whose rotational speed is to be determined, wherein the calculation utilizes the measured rotational speed of the first component and ~~the gear~~ a transmission ratio between the first component and the ~~part~~ second component.

Claim 2 (currently amended): ~~Method~~ A method according to claim 1, ~~wherein~~ including the steps of: measuring the rotational speeds of ~~two~~ first and third components of the system that are arranged on different sides of the vibration node ~~are measured~~ , averaging the measured rotational speeds of the first and third components, and ~~the~~ utilizing the average value of the measured rotational speeds of the first and third components ~~is used~~ in the calculation of the rotational speed of the ~~part~~ second component.

Claim 3 (currently amended): ~~Method~~ A method according to claim 1 for determining the input rotational speed of a continuously variable transmission (CVT) contained in a power train of a vehicle, ~~in which method~~ said method includingthe steps of: measuring the rotational speed of at least one vehicle wheel driven by the CVT ~~is measured~~ , and calculating the input rotational speed ~~is calculated~~ of the transmission from the ~~gear~~ transmission ratio of the CVT ~~as well as possibly additional~~ and from gear ratios of elements positioned between the output of the CVT and the vehicle wheel.

Claim 4 (currently amended): ~~Method~~ A method according to claim 3, wherein at least one vehicle wheel rotational speed, the input rotational speed, and the output rotational speed of the CVT are measured, and the ~~gear~~ transmission input rotational speed that has been calculated from the measured variables as well as ~~possibly additional~~ gear ratios of elements positioned between the output of the CVT

and the vehicle wheel is used for controlling ~~and/or regulating~~ components of the power train.

Claim 5 (currently amended): ~~Method~~ A method according to claim 3, wherein a measured and the calculated ~~gear~~ transmission input rotational speed are used at a predetermined weighting of the magnitudes of the respective measured and calculated transmission input rotational speeds to control ~~and/or regulate~~ components of the power train.

Claim 6 (currently amended): ~~Method~~ A method according to claim 5, wherein the predetermined weighting ~~depends on~~ is a function of the ~~gear~~ transmission ratio of the CVT.

Claim 7 (withdrawn): Method for determining the slippage of a CVT, in which method

- the rate of change of the gear ratio is determined,
- the determined rate of change is compared to a predetermined rate of change that has been calculated from operating parameters of the CVT and
- is ascertained as slippage when the determined rate of change deviates from the calculated rate of change beyond a predetermined level.

Claim 8 (withdrawn): Method according to claim 7, wherein a maximum value of the calculated rate of change is proportional to 1/gear ratio^n, wherein n has a

value between 1.5 and 2, and is ascertained as slippage when the determined rate of change exceeds the maximum value by a predetermined extent.

Claim 9 (withdrawn): Method for determining the slippage of a CVT, in which method

- at least one value of an acoustic parameter of the CVT that changes during slippage is stored,
- the acoustic parameter is measured and
- ascertained as slippage or imminent slippage when the measured parameter approaches the stored value in a predetermined fashion.

Claim 10 (withdrawn): Method for determining the slippage of a CVT, in which method

- temporal change of the output rotational speed of the transmission is determined and
- considered as at least imminent slippage when the temporal change of the output rotational speed exceeds a predetermined limit value.

Claim 11 (withdrawn): Method for determining the slippage of a CVT, in which method

- the temporal change of the force acting upon at least one of the wheel brakes of a vehicle equipped with the CVT is determined and

- is considered as at least imminent slippage when the temporal change of the force exceeds a predetermined value.

Claim 12 (withdrawn): Method according to claim 7, wherein when slippage or imminent slippage is determined a correcting variable of the CVT is adjusted such that the slippage is counteracted.

Claim 13 (withdrawn): Method for controlling a CVT with a belt apparatus wrapped around two cone pulley pairs, wherein each cone pulley pair comprises a single pressure chamber that is subject to fluid pressure for adjusting the contact pressure between the cone pulley pair and the belt apparatus as well as for changing the gear ratio of the CVT, in which method the opening cross-section of a control valve contained in the fluid connecting lines of the pressure chambers is pre-controlled as a function of a difference between the fluid pressures present in the pressure chambers that is required for a predetermined rate of change of the gear ratio.

Claim 14 (withdrawn): Cone pulley belt transmission, containing two cone pulley pairs with two cone pulleys, respectively, the distance between which is adjustable, and a belt apparatus wrapped around the cone pulleys, a slide rail guiding one side of the belt apparatus comprising on its end facing the other side at least one rib extending parallel to the belt apparatus and increasing in thickness from the changing slide rail to the center, and a tube, arranged in the area of the center of the rib and extending approximately perpendicular to a plane in which the belt apparatus

runs, for the purpose of spraying fluid at least into the spaces between the cone pulleys of the cone pulley pairs, wherein the rib on its surface facing the other side comprises a groove in the area of its center such that fluid sprayed out of the holes formed in the pipe passing through the groove reaches directly into the spaces between the cone pulleys.

Claim 15 (withdrawn): Cone pulley belt transmission according to claim 11, wherein fluid that is sprayed from at least one additional hole incorporated in the tube directly reaches the other side.

Claim 16 (currently amended): ~~Method~~ A method according to claim 1, ~~characterized in that~~ wherein the transmission is a belt-driven conical-pulley transmission and including the step of detecting whether a slippage event has occurred between transmission components, and when a slippage event has been detected an evaluation occurs with respect to ~~the~~ damage ~~of~~ to the ~~cone pulley belt~~ belt-driven conical-pulley transmission.

Claim 17 (currently amended): ~~Method~~ A method according to claim 16, ~~characterized in that~~ including the step of initiating as a function of the evaluation measures for determining further operation ~~are initiated as a function of the evaluation~~ of the transmission.

Claim 18 (currently amended): ~~Method~~ A method according to claim 16, ~~characterized in that~~ wherein the evaluation of the damage is performed in the form of a measurement of the output of the transmission following a slippage event.